

Overview

A brief overview of the various functions and responsibilities of Air AMS participants.

The purpose of this document is to specify the procedures to be followed by importing trade community members interested in participating in the Air Automated Manifest System, hereafter referred to as Air AMS.

This document provides the basic specifications and record formatting rules for the following types of Air AMS participants:

- **Air Carrier:** Air AMS identifies an air carrier by its IATA/ICAO carrier code and the IATA/ICAO airport code associated with a CBP port of entry. An air carrier transmits air cargo manifest data at the airport of Air AMS participation for all flights arriving directly at the airport from a foreign location and for all air waybills destined to the airport of Air AMS participation by way of a permit to proceed or in-bond authorization
- **Service Center:** An Air AMS Service Center performs the electronic data interchange functions for its client (air carrier, deconsolidator, or freight forwarder) in Air AMS. Air AMS Service Centers must complete the Air AMS certification test associated with the business operation of their client(s).
- **Deconsolidator/Container Freight Station (CFS):** An Air AMS deconsolidator is a CBP bonded cargo facility identified by its FIRMS code. An Air AMS carrier may nominate an Air AMS deconsolidator to supply additional information for consolidated shipments. In addition, an Air AMS deconsolidator must transmit manifest data for freight at its facility that arrived on a non-Air AMS carrier.
- **Freight Forwarder:** An Air AMS freight forwarder may be nominated by an Air AMS participant to transmit data for a specific waybill.

Amendments to air cargo manifest data may be submitted in accordance with the time frames as specified in the Customs regulations. The Automated Commercial System (ACS) receives selectivity information from the Automated Broker Interface (ABI) and from on-line input by CBP personnel. When ACS processes an entry through on-line selectivity and an air waybill is referenced in the manifest information, ACS will search the air waybill records in Air AMS for an exact match of the air waybill number. If the air waybill number in the selectivity record matches the air waybill information on file in Air AMS, Air AMS will update the status of the air waybill and send the appropriate freight status notification to the Air AMS carrier or deconsolidator in possession of the cargo. Subsequent changes to the status of an entry processed through selectivity will change the status of an air waybill record in Air AMS. Air AMS also transmits hold and hold release messages to Air AMS participants. CBP personnel may also post other freight status notifications via on-line input. The importing carrier may request in-bond movement authorization through Air AMS to

transfer the freight referenced in an air waybill record to the airport of destination. If the carrier does not specify a unique 9-digit in-bond control number in the transfer request, the in-bond control number will default to the air waybill number. The air waybill number may only be used as the in-bond control once until the in-bond control record has been archived. For air waybills arriving on more than one aircraft, the air waybill number may be used for one arrival and 9-digit in-bond control numbers for subsequent arrivals.

Any merchandise or baggage not covered by a permit for its release shall remain at the place of unloading for fifteen days after landing. Merchandise and baggage transported in-bond may remain in the custody of the bonded custodian for a period of fifteen days after arrival at the port of destination. Air AMS sends a freight status notification that a shipment is eligible for general order to the Air AMS participant two days prior to the end of the lay order period for any air waybill records that have not been fully reconciled. Air AMS also sends a message to the Air AMS participant that the freight is ordered to general order if proper disposition is not made by the end of the lay order period. Once the freight is transferred to the general order warehouse, the warehouse operator will assign a general order number to each shipment and provide the air waybill numbers and their assigned general order numbers to CBP. CBP personnel will then update the Air AMS record, which will transmit a freight status notification to the Air AMS participant indicating that the freight has been sent to general order.

Air AMS participants may request certain information related to an air waybill record by transmitting a freight status query (FSQ) to Air AMS. Air AMS responds to the FSQ message with a freight status condition (FSC) message. The importing carrier must first nominate another Air AMS participant before that participant may receive certain information in the FSC message. If the FSC message indicates that the air waybill record is not found or that the participant is not nominated, the Air AMS participant must contact the importing Air AMS carrier to transmit the air waybill information and the nomination to Air AMS.

A courier hub or express consignment carrier facility (ECCF) may also participate in Air AMS by providing additional data elements as specified in the Customs Regulations, Part 128, Express Consignments. Each shipment manifested in the express module of Air AMS must identify a house air waybill number and the master air waybill number under which the house air waybill was consolidated. When the necessary data elements are supplied in the express house air waybill record prior to the recorded arrival time of the flight, Air AMS confirms that the express status is authorized. If the data elements are not supplied prior to the recorded arrival time of the flight, or certain data elements are amended after the recorded arrival time, Air AMS confirms express status denied via a status action code reported via a freight status notification sent to the express Air AMS participant.